



Quick Notes

from the Idaho Office of Highway Safety September 18, 2013

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Fatalities for 2013 = 138

Hi Highway Safety Partners:

In many situations we *think* we know what the other person's thoughts and ideas are, but in reality sometimes our perceptions do not always align. I want to share with you some interesting information from a survey that was conducted by our highway safety partners from State Farm Insurance. I found this to be of interest and I hope you do too.

In a new survey conducted by State Farm Insurance it was revealed that parents of teen drivers believe teens are obeying the letter of the law when it comes to Graduated Driver Licensing (GDL) laws. As it turns out, what parents think – or hope – and what teens report actually doing don't match up.

GDL laws are an experience-based method for beginning drivers in which driving privileges are introduced in phases. States began enacting GDL laws in the mid 1990's. The objective of GDL is to keep teens out of high-risk driving situations while permitting them to gain on-road experience in low-risk environments. This past June, State Farm surveyed a sample of 500 parents of teen drivers and an independent sample of 500 teen drivers, asking for their take on parental monitoring and graduated driver licensing laws—if teens follow the laws and the reasons why they do so.

Parents overestimate how much teens obey two key provisions of GDL laws:

Nighttime driving – 69 percent of parents believe their teen driver almost always follows restrictions while less than half (48 percent) of teens admit to almost always following this law.

Passenger restrictions – 70 percent of parents believe their teen driver almost always obeys this life-saving statute while only 43 percent of teens state they almost always follow this restriction.

Teens and Parents have different beliefs about why teens do or do not obey GDL laws:

Peer pressure vs. the police: Parents listed peer pressure as the most likely reason teens do not follow GDL laws (34 percent), whereas teens listed thinking police will not catch them as the most likely reason (32 percent).

Safety first: Parents were significantly more likely than teens to list "safety" as the most important reason to follow GDL laws (89 percent vs. 51 percent, respectively).

Parents were significantly more likely to report they almost always monitor if their teens obey the GDL laws, but teens disagreed:

Parents were significantly more likely than teens to state teens will obey the driving restrictions due to parental monitoring (87 percent vs. 56 percent, respectively). For nighttime restrictions, 66 percent of parents said they almost always monitor if their teen obeys the restriction while only 32 percent of teens stated their parents almost always monitor their adherence to that law. For passenger restrictions, 65 percent of parents said they almost always monitor their teens and only 27 percent of teens state their parents almost always monitor their adherence to the law.

Parents and Teens agree texting while driving is unsafe:

Seventy-two percent of teens stated they almost always obey texting ban laws, substantially higher than any other GDL provision. Though significantly more parents think their teens almost always obey this law (82 percent), both teens and parents perceive this GDL provision as the most widely obeyed.

Idaho GDL Law:

The GDL laws in Idaho can be an effective tool in reducing the crash risk of newly minted drivers. Here is a summary of the GDL law in Idaho:

Learner Stage			Intermediate Stage			Full Privilege Min. Age (Years/ Months)
Min. Age (Years/ Months)	Min. Duration (Months)	Required Supervised Driving Hours (Night Hours)	Min. Age (Years/ Months)	Nighttime Driving Restriction	Passenger Restriction (except family, unless noted)	
14 / 6	6	50 (10)	15	Sunrise - Sunset	First 6 mos.—no more than 1 under the age of 17	Night: 16 Passenger: 15 / 6

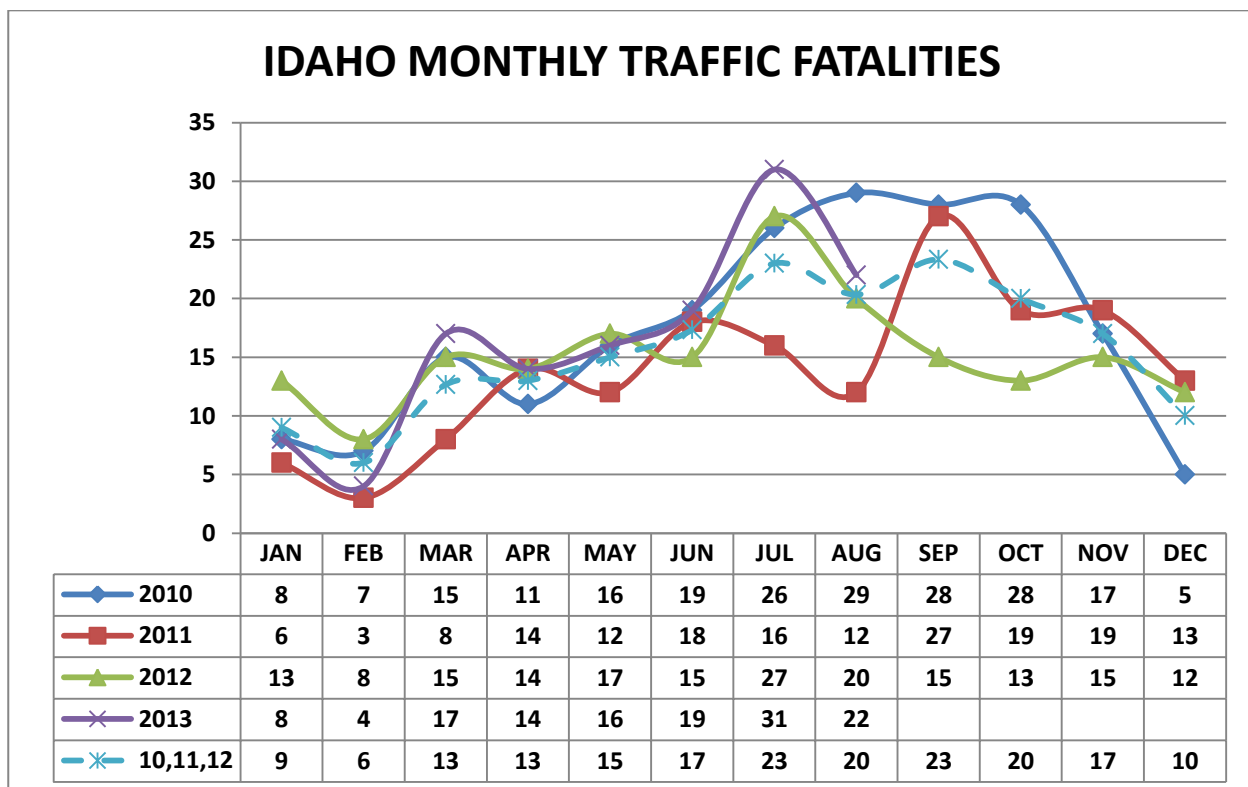
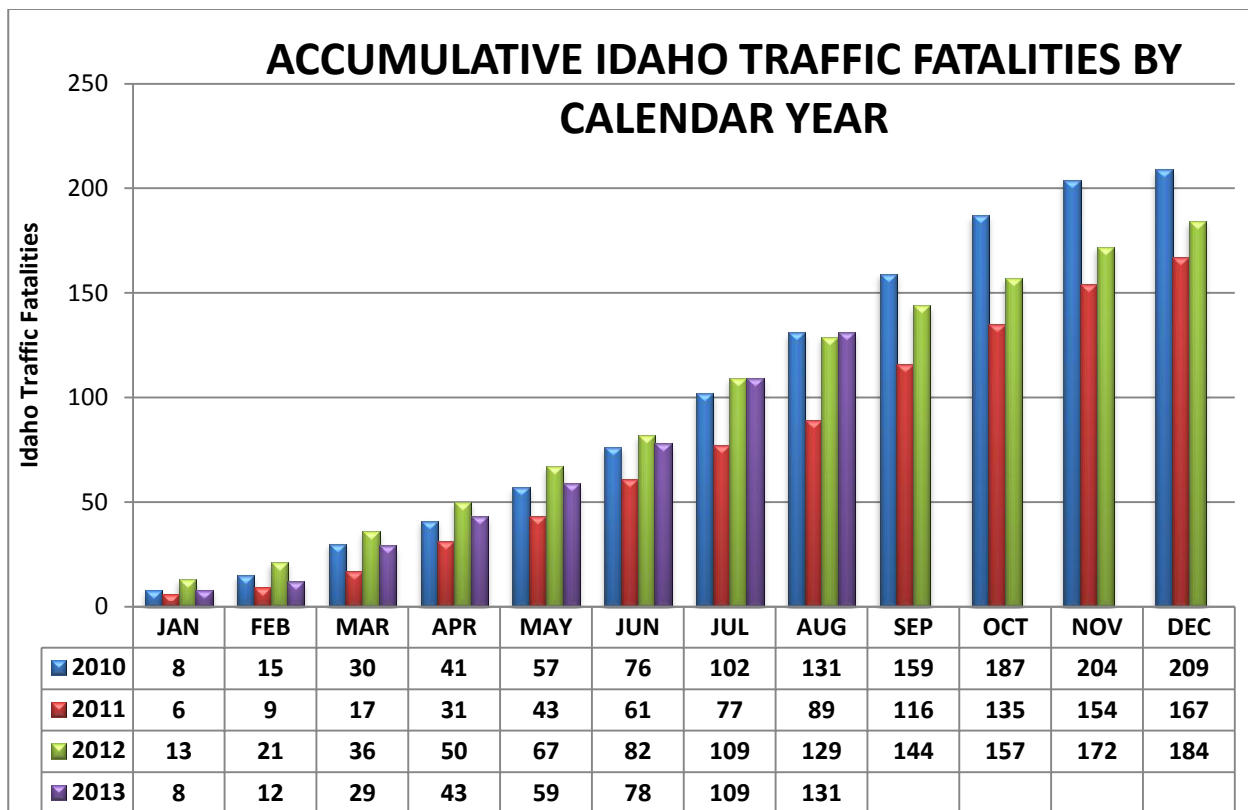
I found this information very interesting and gave me pause to think about the parent and teen perspectives of teen driving and the importance of parent and teen interaction during the early stages of driving. Parents are one of our most important highway safety partners and their involvement with their teens is critical as we continue our journey *Towards Zero Deaths*.

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IDAHO TRANSPORTATION DEPARTMENT
OFFICE OF HIGHWAY SAFETY
Fatalities By the Month* August

MONTH						CUMULATIVE TOTALS			
	Actual	Actual	Actual	10,11,12	Actual	Cummulative (10,11,12,13)			
	2010	2011	2012	AVERAGE	2013	2010	2011	2012	2013
JAN	8	6	13	9	8	8	6	13	8
FEB	7	3	8	6	4	15	9	21	12
MAR	15	8	15	13	17	30	17	36	29
APR	11	14	14	13	14	41	31	50	43
MAY	16	12	17	15	16	57	43	67	59
JUN	19	18	15	17	19	76	61	82	78
JUL	26	16	27	23	31	102	77	109	109
AUG	29	12	20	20	22	131	89	129	131
SEP	28	27	15	23		159	116	144	
OCT	28	19	13	20		187	135	157	
NOV	17	19	15	17		204	154	172	
DEC	5	13	12	10		209	167	184	
YEAR TO DATE	209	167	184	187	131				

*Data limitations: This report is based on information provided by law enforcement agencies on crashes resulting in a death that occurs within 30 days of the crash. Data is preliminary and is subject to change. Totals of this report are the number of persons killed. Averages are rounded.



BENEFITS OF WALKING AND BICYCLING

Bicycling and walking are often called 'alternative transportation' modes. In fact, they are our *primary* ways of moving from place to place; all of us learned to walk and many of us learned to ride a bicycle long before we slid into the driver's seat of a car. Sadly, for more than 60 years, we've focused our collective attention – and most of our funding – on the automobile, relegating the less expensive and healthier modes of walking and bicycling to 'alternative' status, only as important as the latest fad in fashion or lifestyle.



To Individuals

- **Health**

According to the President's Council on Physical Fitness and Sports, approximately 70% of US adults are sedentary. This includes 28% who engage in no leisure-time physical activities and 42% who undertake less than 30 minutes of physical activity (such as walking) each day. Recreational bike riding is a safe, low-impact, aerobic activity for Americans of all ages. A 150-pound cyclist burns 410 calories while pedaling 12 miles in an hour; a 200-pound cyclist burns 546 calories while going 12 miles per hour.

- **Environmental**

Motor vehicle emissions represent 31 percent of total carbon dioxide, 81 percent of carbon monoxide, and 49 percent of nitrogen oxides released in the U.S. (The Green Commuter, a publication of the Clean Air Council).

- **Lower transportation costs**

The cost of operating a sedan for one year is approximately \$7,800 (AAA, Your Driving Costs). Owning a car accounts for more than 18% of a typical household's income. (AAA, US Census surveys) The cost of operating a bicycle for a year is only \$120 (League of American Bicyclists).

To Our Communities

- **Safer streets**

More bicyclists on the streets mean safer streets for all roadway users. As more people ride, bicyclists gain experience; drivers become more aware of bicyclists and community support for bicycle improvements grow

- **Public Health**

According to the CDC, 61% of adults in the U.S. are overweight or obese; 13% of kids aged 6 to 11 and 14% of kids 12 to 19 are overweight. Obesity is second behind tobacco in U.S. health risk factors, contributing to 300,000 deaths a year. In 2002, obesity-related medical care spending accounted for 11.6 percent of all private health care spending, compared to just 2 percent in 1987, concludes *Health Affairs*. Bicycling and walking help Americans improve their physical fitness and lose weight healthy-weight individuals. (Sources: Exercise and Your Heart -- A Guide to Physical Activity. National Heart, Lung, and Blood Institute / American Heart Association,

- **Improved air quality**

Motor vehicle emissions represent 31 percent of total carbon dioxide, 81 percent of carbon monoxide, and 49 percent of nitrogen oxides released in the U.S. (*The Green Commuter*, a publication of the Clean Air Council). A short, four-mile round trip by bicycle keeps about 15 pounds of pollutants out of the air we breathe.

Bicycling allows more people access to their communities. Safe Routes to School programs enable children to safely walk and bicycle to school, rather than rely on being driven or being bused. Adults find bicycling less costly than driving a car, especially for short trips in neighborhoods with convenient and safe access to transit and services.

— Alive at 25 ... and headed to college —

'Buckle Up for Bobby' scholarships awarded safe-driving essays

Idaho's Alive at 25 free driver awareness courses teach young drivers, ages 15 to 24, the importance and value of safe and defensive driving. They also helped provide some cash to students for college this fall, thanks to a local non-profit organization.

Eight Idaho students who participated in Alive at 25 programs and submitted winning essays were awarded the first Bobby Rogers and Tiffany Walters Memorial Scholarships from the Buckle Up for Bobby organization. The \$500 scholarships were created to encourage safe driving habits among young drivers and passengers.

The students were graduates of Idaho Alive at 25 classes offered by Aaron Coleman, Nampa Police Department; Mark Ford, Meridian Police Department; David Gomez, Meridian Police Department; Andrew Hitt, Idaho State Police Region 4; Dale Johnson, Kootenai County Sheriff's Office; Glen Rawson, Boise Police Department; Dave Thomas, Boise Police Department; and Jay Warren, Canyon County Sheriff's Office.

In Idaho, 42 law enforcement officers, representing 19 agencies, are available to deliver Alive at 25 programs. They are offered in cooperation with ITD, the Colorado State Patrol Family Foundation and the National Safety Council.

Receiving scholarships for 2013 are: Ryan Orlando (Meridian), Kylie Falk (Boise State University), Lindsay Gunter (Meridian), Alex Thackery (Meridian), Kelsey McMorow (Meridian), JC Kennedy (Nampa), Zoe Ball (Coeur d'Alene) and Courtney Haight (Kimberly).

New Alive at 25 classes scheduled

- Meridian Police Dept. Sept. 14
- Kootenai County Sheriff's Office Sept. 14
- Boise Police Dept. Sept. 19
- Nampa Police Dept. Sept. 21
- Blackfoot Police Dept. Sept. 23
- Caldwell Police Dept. Sept. 26

Go to www.idahoteendriving.org for more information about Alive at 25 or www.idsafedriver.org to register for the class.

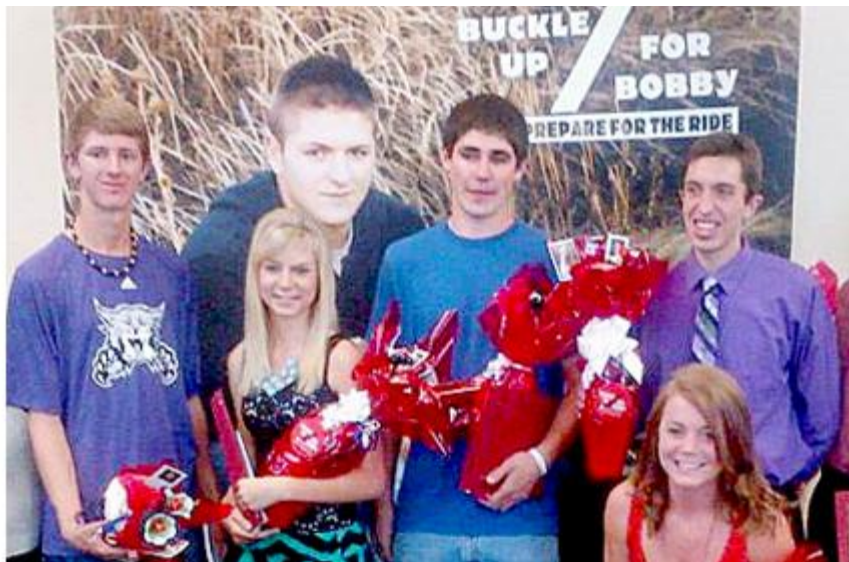


Photo: A new year for Alive at 25 in Idaho brings a new logo for the statewide program created by John Gonzales Jr. The logo asks "R U A Defensive Driver?" and provides a QR code to link to more information (left). Buckle up for Bobby Scholarship winners (right photo) from the left are: JC Kennedy, Courtney Haight, Alex Thackery, Kylie Falk, and Ryan Orlando. Not pictured are Kelsey McMorow, Zoe Ball and Lindsay Gunter.

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Powerful Messages to Law Enforcement

Safe driving is a message we all need to heed. The following are links to videos produced by the Maryland Sheriff's Association Arrive Alive Program and the California POST. When responding to a call, the most important person is you. Stay safe, buckle up, slow down and pay attention. ARRIVE ALIVE

Maryland Sheriff's Association Video

<http://www.mdsheriffs.org/index.php/programs/arrive-alive>

California POST Safe Driving Videos <http://post.ca.gov/safe-driving-videos.aspx>

Aggressive Driving is a focus for ER Physicians

Emergency physicians see the tragic consequences of aggressive driving and are dedicated to preventing injuries, including those involving motor vehicles. The [American College of Emergency Physicians](#) now has a webpage dedicated to providing information on Aggressive Driving.

Motorcycle USA on Learning to Ride - Getting Licensed

Getting a motorcycle license is a critical step when becoming a new rider. It entitles you to legally to ride the public streets, but also requires riders to go through a modicum of training and education, both of which help reduce the incidence of accidents.

In the U.S. all riders are legally required to have a license or endorsement to ride on public roads and each state differs in its process to obtain a license. Most states require written and on-cycle exams, though in many instances completion of a rider safety course will waive the need to take these tests at the DMV. To find out the specific requirements check here www.dmv.org/motorcycle-license for a quick reference guide of the different states' rules.



CALENDAR OF EVENTS

If you would like to add an event to the calendar, please send an e-mail with the event details to lisa.losness@itd.idaho.gov

Date	Event Description, Location
2013	
Sept 23	Alive at 25 , Blackfoot City Hall, www.idsafedriver.org
Sept 23	Alive at 25 , Meridian Police Dept., www.idsafedriver.org
Sept 24	Alive at 25 , Orofino High School, www.idsafedriver.org
Sept 28	Alive at 25 , Gem County Emergency Services, www.idsafedriver.org
Oct 1	New Federal Fiscal Year 2014
Oct 15	Deadline to submit
Dec 3	Alive at 25 , Orofino High School, www.idsafedriver.org

Quick Reference Guide – click on the topic to go directly to website.

OHS, Office of Highway Safety

ITD, Idaho Transportation Department

NHTSA, National Highway Traffic Safety Administration

FHWA, Federal Highway Administration

2011 Idaho Crash Report

Program Area	Idaho State Links	Federal Links
Impaired Driving		http://www.nhtsa.gov/Impaired
Distracted Driving	http://www.itd.idaho.gov/ohs/DistractedDriving.htm	http://distraction.gov/
Teen Drivers	http://www.idahoteendiving.org/	http://www.nhtsa.gov/Teen-Drivers
Bike & Pedestrian Safety	http://www.itd.idaho.gov/bike_ped/index_new2.htm	http://www.nhtsa.gov/Pedestrians http://www.nhtsa.gov/Bicycles
Seat Belt Safety	http://www.itd.idaho.gov/ohs/ClickIt/ClickIt2.htm	http://www.nhtsa.gov/Driving+Safety/Occupant+Protection
Child Passenger Safety	http://www.itd.idaho.gov/ohs/ChildSafety/index.html	http://www.nhtsa.gov/Safety/CPS
Aggressive Driving	http://itd.idaho.gov/ohs/Aggressive.htm	http://www.nhtsa.gov/Aggressive
Motorcycles	www.idahostar.org	http://www.nhtsa.gov/Safety/Motorcycles
Senior/Mature Drivers		http://www.nhtsa.gov/Senior-Drivers
Lane Departure	http://itd.idaho.gov/info/home_articles/safety_plan.htm	http://safety.fhwa.dot.gov/roadway_dept